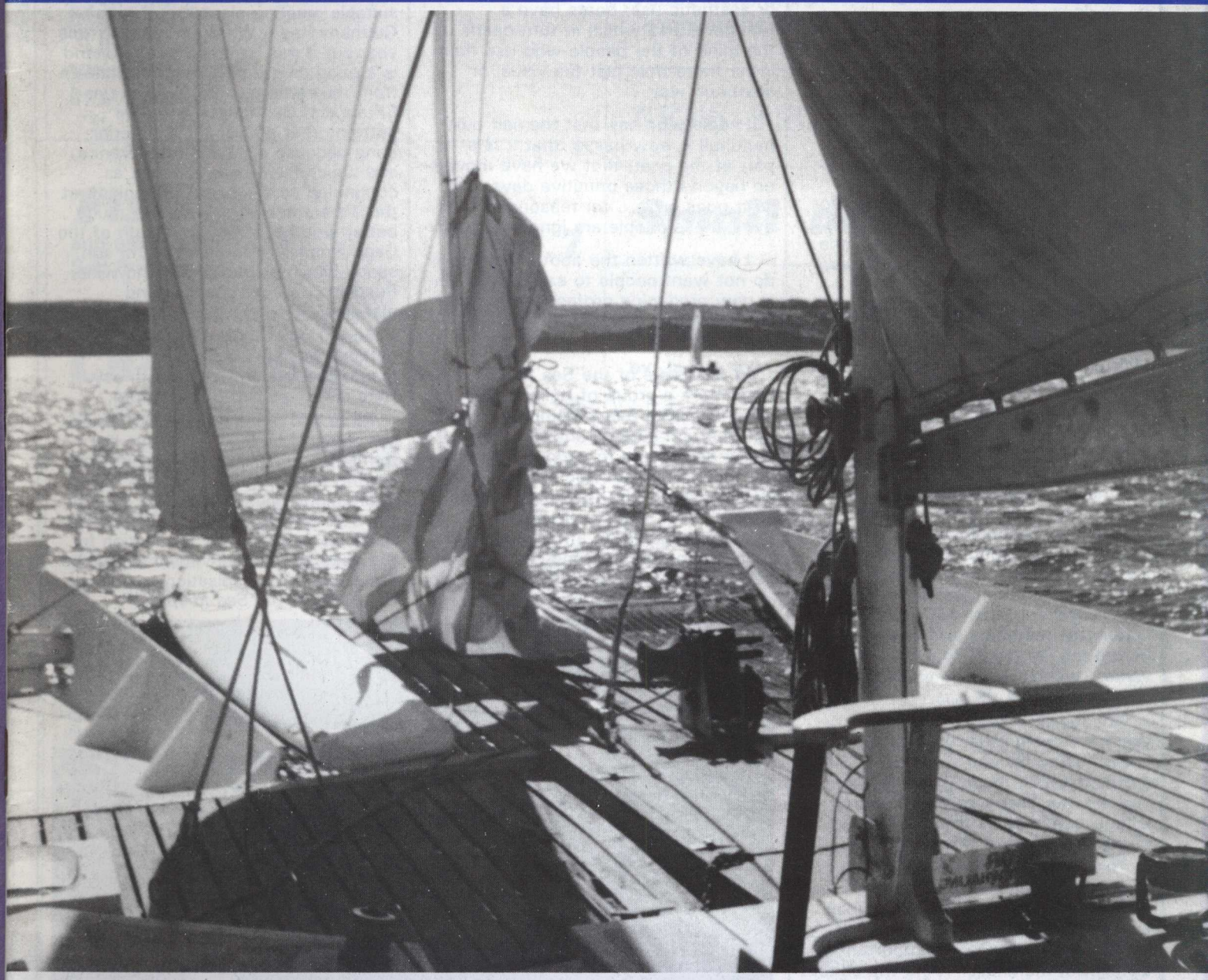
The Sea People/SAILORMAN



No. 9 February 1988

Jim's Column.

The sun shining in the new Longhouse, Italian Renaissance music filling the hall, I leaning on the bows of one of the GAIA hulls drinking morning coffee. Life exquisite. Then Ruth comes with a message from the new editor, ''Get writing Jim's Column and the other material you promised the Sea People''. So here I am at the writing bench.

Yes folks, the Sea People/Sailorman has got a new editor – Steve Chasey, an Areoi builder. On behalf of us all I wish him well, for he has an arduous task, not only in producing the Sea People, but also in negotiating certain attitudes prevailing in the general multihull world.

I have to declare a new venture. Our catamarans have a reputation for reliability and seaworthiness. There are many people who would like one, but who claim that they do not have the space or the time, or wrongly I think, the skill to build one. Such people have often made the request ''Could we organise professionally built boats.'' So, in the midst of building our own 63 foot GAIA, we are developing designs for professional boat builders, and organizing the right builders for them, i.e. builders who approach our ideals.

I mention this new venture because recently I gave a talk on Appropriate Technology to the British M.O.C.R.A. (Multihull Ocean Cruising and Racing Association). (They allotted me 20 minutes for my talk, other speakers 1 hour). One of its committee members said to me before the lecture: ''Your epitaph, James, will be that you enabled many poor men to sail the sea.''

Anyone who has used on a Wharram Design that liquid gold known as epoxy and who has calculated how much the boat has cost him (or her) in terms of hourly labour, can imagine the slight lifting of my eyebrows at this remark.

The American magazine 'Multihulls' is to hold a symposium in 1988 where the theme is ''That multihulls are now built by professionals. Self builders are no longer an important element of multihulls.'' And the editor of this magazine in a letter to me said: ''Clubs organised around home builders are folding up all over the world. People are now interested in racing boats like Micro Multihulls and Formula 40.''

Well, that is news to the people at the P.C.A. which now runs one of the biggest multihull groups in the world and which is also devoted to self builders.

In America, magazines such as Wooden Boat, Small Boats and Boat Builder; in Britain, Classic Boat and well established national magazines like Practical Boat Owner, Yachting Monthly; in France Loisier Nautiques and so on, devote ever more editorial space to the theme of self boat building.

Last Christmas in Britain the biggest sales were made in the Do It Yourself stores. There is a ground-swell running through Western Society generated by people wishing to exert better control of their lifes by 'making something'. A well designed and well built boat is a complete art object, but different from many other art objects which only have a visual or aesthetic use; boats have a functional use which in turn opens up the mind of the people who use them in far more than just the visual or aesthetic way.

People who say that the self built multihull is now passé; that it is a part of the past; that we have moved on beyond those primitive days; and so it goes on . . . for reasons of their own, these people are ignoring facts.

I have written the above because I do not want people to say ''Wharram is now producing professionally built boats, which proves that self built boats are on the way out''!

In this issue of the Sea People is a letter from a group of Italians who have formed a Sea Community based on Wharram catamarans to carry music and drama to various areas in the Mediterranean. Romantically, ideally, practically, the headquarters of the P.C.A. and Sea People/ Sailorman should be afloat in some such group. Perhaps one day this can be achieved. Imagine a cove or island lagoon with an International gathering of sea people sitting around considering letters from builders, agreeing on what is needed to encourage and guide them in their land exile, producing the magazine proofs and then posting them away to be printed . . . Worth thinking about?

To encourage this future we must organise more international meetings. To many people the sailing time available during the summer limits their distance to sail travel, but in the last five years about 1,000 trailable Coastal Trek designs have been sold worldwide. And for example, sufficient of these have been sold in Europe to consider a European Meeting (Americans and others can think of similar meetings). Coastal trek boats could be trailed to a suitable meeting place, but where? Germany had a Wharram meeting this year but it got 'stormed out'. Holland is a good centre in Europe but suffers from the same weather patterns as Britain and Germany – weather patterns that appear to be deteriorating because of Man's interference, and which have been forecast as continuing as the norm!!!!! Looking at the TV weather maps we find much better weather in France, south of the Cape Finistere area, with warm sun, sandy beaches, good food and wine. Readers . . . . get thinking and planning!

Forget what narrow minded national Multihull groups, or magazines influenced by them say. Here is my reading of the future.

More and more self built Wharrams are going to be built by people like the Italian group to live and earn a sealife. Let's begin organising international meetings on the edge of the Sun Belt (South of the Depression Belts) so as to lay the foundation for the next 20 years development of the P.C.A. as the organisation and the magazine of the *Sea People*.

Aekins' Tangaroa Mk IV on Reunion Island. Is this why I have no Ocean Cruising Reports?

Seriously, can people send copy as soon as possible to Stephen Chasey, Ash Cottage, Barton Lodge, Steeple Aston, Oxon, England.

The Sea People/Sailorman

The Magazine of the Polynesian Catamaran Association

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Coastal Cruising

Having known Mansell and Hazel Rees since they started building their Pahi 31 about the same time that I commenced mine, it gives me great pleasure to include in this my first edition of 'Sea People', their account of the maiden voyage of ''Release''. I only hope my first trip afloat is less eventful!

CLOSE ENCOUNTER OF THE WORST KIND

by Hazel Rees

Our voyage began on Wednesday 19th August 1987, when we left Windsor under motor, destination – Brightlingsea, to have the mast fitted by Sailspar. This was the final stage in an eight year dream to sail our PAHI 31 ''Release'' to those exotic bounty bar islands, namely the Carribean.

The journey down the Thames was not what one would call uneventful, bureaucracy followed us in the shape of lock-keepers, (give some people a uniform and they think they're God), and the inevitable form filling. Past Teddington, it was a game of dodging drift wood, I never realised there was so much muck in the Thames. Up to now the weather had been glorious, but as we approached the biggest obstacle yet, namely the Thames Barrier, it deteriorated so drastically that visibility was only a few hundred yards, and we found ourselves in the centre of a hail storm. It felt as if someone was shooting pellets at us, luckily it didn't last long.

Southend was next on the agenda, to visit our favourite chandlery, 'Cruisermart', to spend lots of pennies, which we managed successfully. At least we didn't have to walk too far, as we had anchored a few hundred yards opposite the shop front.

It was at Southend that we said goodbye to Micky, who had travelled from St. Katherine's Dock with us, and the three intrepid mariners continued their voyage; next stop Brightlingsea.

We stayed at Brightlingsea for three days, most of the time in thick gooey mud, moored alongside a disused barge which had a crane as its only virtue. It was with this apparatus that Sailspar raised the mast and fitted the rigging for us. Apart from the thick black mud, the only other really memorable event was being presented with the bill from Sailspar, not easily forgotten.

Pier Hopping along the Coast

The next step on our voyage was to Walton-on-the-Naze where the electrics were to be completed. After having been told by a local (land based) sailor we could pier hop along this stretch of the coast, we took him at his word (literally). We passed Clacton Pier with no incidents, and motored on to Walton, passed the pier, and headed for the back-waters. By the time we had reached Walton Point the tide was against us, and it was beginning to get dark. (The Pilot book advises ''Do not attempt to enter Walton back-waters at night''), so we turned back to find a suitable anchorage for the night. As Southend Pier had been a good anchorage, we were drawn into a false sense of security, thinking that the ground off Walton Pier would be just as good, the fact that there was no other boat in sight, apart from the lifeboat, should have told us something, but it didn't register at the time. Mansell contacted the Coastguard and told them of our intention, which they acknowledged and said ''Thank you very much''. It was gone midnight before we retired for the night and all seemed well, but not for long. At about 3 a.m. we were both awakened by an enormous bang, in response to which we rushed on deck, to find ourselves lodged, beam on, between two uprights of Walton Pier.

The banging was caused by the starboard hull being repeatedly thrown against the pier.

Obviously, the anchor had dragged, and our situation was exagerated by the fact that although our auxiliary motor was working perfectly, we were unable to move ahead or astern because of the pier uprights (both tide and wind were holding us irreversibly beam-on).

George, our crew member, climbed into our tinker traveller and managed to manoeuvre it around to the port hull in an attempt to pull us away from the pier, but in the prevailing conditions, this proved to be hopeless.

George climbed back on board ''Release'' and the three of us attempted to hold her off the pier but this also proved too much for us. The only thing we achieved were lacerations to hands and feet from the barnacle-encrusted concrete giant.

''They're only going to try to bloody row us off!

Evidently only one course of action remained open to us. Mansell (our skipper) dived into the starboard hull, switched the V.H.F. to Channel 16, and called the coastguard. Within minutes the maroon was heard and shortly afterwards a head appeared over the wall and asked ''Are yew orl roit boy?'' I ask you, did we look alright? All three of us, semi naked, desparately trying to fend release off the monster. ''We will be with you soon'', another voice shouted, and minutes later the sound of heavily-booted feet thumping along the pier reached our ears. ''Thank God'', I breathed ''we will soon be safe''.

The next sight to greet our eyes was incredible. Flashing lights, heavily clad bodies tumbling into a large rowing boat. ''I don't believe it!'' muttered Mansell, ''they're only going to try to bloody row us off''.

Only then did I become aware of my state of undress, prompted by popping flash bulbs from the camera's of the lifeboat men! I disappeared into the port hull mumbling about cups of tea etc.

The lifeboat towed us around into the twizzle, and after enquiring if we could manage on our own now, cast off the tow line. After about 30 minutes of motoring towards Titmarsh Marina we spied figures on board a large motor vessel anchored outside beckoning us towards them. We motored over, ''Oh! I see you dressed up for us this time'' shouted a voice, the life boat men again! (I was clad head to foot in oilskins) after making sure we were safely moored alongside, and exchanging handshakes and heartfelt thanks, those gallant men took their leave. We will forever be indebted to them.

CONCLUSIONS

Our lives were not in danger, we could have scrambled up the pier. Mansell's only thought during the horrendous experience was ''My boat, my boat, eight years of building to loose it now was unbearable.''

He needn't have worried quite so much, *''Release''* took a terrible pounding during those horror-filled 30 minutes yet the damage sustained was limited to loosing two beam eno-caps, one locking-block, gouges in the outer fore and aft deck on the starboard hull, and a thoroughly chewed-up rubbing strake.

Thank God that we had at least enough sense to build a Wharram Cat! They are superb!

The most incredible part of this misadventure, is the fact that three days previously, another monohull had anchored in the same position, and was subsequently totally wrecked against the pier. Why the coastguard, having been informed of our intention to anchor off the pier, never mentioned the inadvisability of doing so, will always remain a complete mystery to us.

We spent a fortnight at Hall's Boatyard in Walton, repairing the damage, and in so doing, we decided to extend the rubbing strake so that the fore and aft decks are now protected (outboard sides only).

By Monday 14th September we were ready for the next step, which was down to Falmouth, although we knew deep in our hearts that we weren't going to make the A.R.C. Rally this year. The encounter with the pier had delayed us for too long.

A couple of weeks later found us safely moored at Foss Quay, Millbrook, where we have decided to winter. Everyone has been so helpful and kind, that we feel that we are surrounded by friends. Our plans now are to leave next spring in company with another Wharram Cat, heading for the Med., in particular Turkey, and then, hopefully, the A.R.C. Rally 1988. But we shall just have to wait and see!

The second article in this section only goes to show that its not only us in BRITAIN that have had such a lousy summer!

VIRGIN ISLAND CRUISE

by D. Baaska, Tikiroa Builder

It was May 28. Our 1971 Renault was so loaded with cruising gear that Valli and I could barely squeeze in. Driving over the mountains to Ponce, we had to stop three times to cool the engine. We arrived about 9.00 p.m. There was a graduation party at the Ponce Yacht Club. A very good and very loud band was playing Salsa. We worked for a few hours loading the Take II with canned goods, water and all the other necessary and unnecessary supplies for the next two months. Then we joined the party for a couple of beers before turning in. It was hot and damp and there were mosquitos.

"Then the big one hit"

On Saturday afternoon, May 30 we finally got squared away and sailed out to the island of Caja de Muertos for the night. We did 20 miles the next day and 18 on June 1, putting in at Pastillo. The wind was 20 knots and right on the nose. On Tuesday, we took off for the island of Vieques. We hit a few squalls but they were not serious – actually refreshing on a hot day. Then the big one hit. It went on for two hours. I couldn't get the jibs down. I finally did manage the yankee but the clew tore out of the staysail before it came down. I didn't even try the main. We were a couple of miles off the lee shore so started the outboard and put the boat into the wind. The temperature dropped about 20 degrees and Valli in her wet T-shirt was hanging on to the helm and shivering. We could only see about 20 feet – the rain was horizontal and stung the face. When it cleared up we were about two miles east of Palmas. del Mar on the east coast of Puerto Rico. We motored through the breakwater, and headed for a slip when the outboard ran out of gas. So we came in Veneitian style, with a ten foot pole. A 38' cruising monohull came in behind and the captain said he measured the wind at 50 knots. His wife dropped a memorable line "You have to be somewhat of a masochist to own a sailboat" she said.

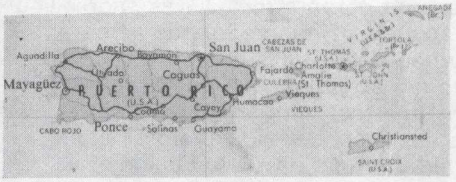
We layed over for a day and pumped out the bilges (those hatches *do* leak) and dried our clothes and bedding. This was our first bad weather experience. The Take II was thoroughly stable throughout and at no time did we feel in danger – just discomfort.

We beat into Isabel Segunda on the north coast of Vieques a couple of days later and found a little bar named "Gene's". The owner had a large selection of witchcraft books behind the bar and the barmaid looked like a practitioner. The regular clientele looked like something out of a Humphrey Bogart movie. Gene had cold beer and cheeseburgers. We never eat cheeseburgers at home, but we devoured them here.

The wind continued dead on the nose and we made short hops to Cayo Luis Pena and then to Culebrita. The 12 mile stretch of water from Culebra to St. Thomas was particularly rough, but the wind was a little south of east and we made good time and continued along the north coast of St. Thomas to a bay called Santa Maria on the chart. It was deserted and inaccessible by road. There were coconut and mango trees and a good sandy beach. The mangos were still green, but we made a note to check them out on the way back.

On June 9 we put into the marina at Red Hook and got a hot shower and a prime rib and discovered a delightful little bar called "Horsefeathers". We went shopping for fresh fruit & veggies and ice and freeport booze.

Hazel and Hansell Rees on board "Release" at Launching.



The next night we motored around the corner to Little St. James Island and picked up a nice bunch of conch from the bottom.

The next stop was Leinster Bay on the north coast of St. Johns. Lots of charter boats were anchored here but we got away from the crowd by anchoring close to the beach. A very beautiful spot. I speared a sierra, so we had fried fish for supper.

This was the worst June in 25 years.

It was still very windy and rainy. This was the worst June in 25 years in the Caribbean. June is *usually* benign with gentle southeast winds and flat seas. Small craft warnings were in effect almost all month.

We had a close reach up to Jost Van Dyke. My right leg was very swollen and bothersome – a pulled tendon or something. A couple of days of rest and swimming and sleeping with the leg elevated handled it. We stayed a few days in White Bay.

On Wednesday June 17 we left Jost van Dyke. The wind was over 20 knots. We did an unplanned gybe and tore out the clew on the main. It had been weakened by the storm. We sailed into Roadtown, Tortola with a reefed main and staysail. The Take II was balanced and comfortable with this rig and we wondered why we hadn't tried it sooner.

Roadtown is pleasant and friendly and almost anything is available at a reasonable price. We had the sails repaired and beefed up by the local sailmaker and bought a new set of oars. The old ones got lost when the dinghy swamped – but that's another story.

Still small craft warnings on the radio. We left Roadtown the next day for Norman Island, but misread the landmarks and ended up on Cooper Island as the sun went down. It blew hard all night and the next day. The charter boats near us started to drag their moorings and threw out extra anchors. We spent the day exploring on shore.

On Saturday June 20 the weather was sunny with a 10 knot breeze. We sailed up to Savanah Bay on Virgin Gorda and dropped the anchor in a sandy area near shore surrounded by reefs. Some of the prettiest snorkelling ever – really gorgeous reefs. Then a squall hit and the Take II swung the wrong way and got caught up on a reef. I was snorkelling a couple of hundred yards away when Valli's yells brought the matter to my attention. We pried the boat off the reef with an oar and set a stern anchor. It blew hard all night and the next day. We couldn't see well enough to eyeball our way out through the reefs and it was too stormy to start the hibachi and cook a hot meal. We did manage to whip up some hot toddies on the coleman stove and crawled down below to listen to tapes.

On Monday June 22 it cleared a bit and we sailed into Gorda Sound. It was sheltered and beautiful but too many resorts, charterboats and people for our taste.

"What's your position?"

On June 23 we took off on a beautiful reach north toward Anegada. It was lovely to sail some way besides close hauled. After an hour, we started seeing palm trees on the horizon. Everything we had heard about Anegada was ominous. Three hundred wrecks. Coral heads right up to the surface. About three miles off shore I raised the Anegada Reef Hotel on the handheld VHF. (This was the first and last time I used it) I asked for a course in. A West Indian accent replied "What's your position"? "If I knew my position, I wouldn't need a course" was my reply, which got a good laugh. The voice belonged to Lowell Wheatly, who serves up huge live lobster, barbecued to perfection. (That is if you can afford $25 each, which we couldn't). That night a scratch band played very loud and enthusiastically with the bass player in a totally different key from everyone else. The next day we went for a long hike and later caught a ride to the north side of the island for some superb snorkeling and a nice bunch of conch.

On Saturday June 29 we sailed back to Gorda Sound and this time anchored off a beautiful little sand beach on the NE side of Prickly Pear Island. We caught four lobster, which were delicious (and free). The next day we checked out the Baths which are a scenic must. It was a gorgeous day. In the afternoon we sailed downwind to Trellis Bay on Beef Island.

Another tropical wave came by and the weather turned grim again. There was a Tangeroa in Trelis Bay owned by an Austrian named Alex. There was also a nice little beach bar (with cheese-burgers) owned by a California surfer-philosopher-photographer named Chris. We had some good conversation.

Monday night we visited the Last Resort owned by a music hall type named Tony. Tony does a great one man show of parodies spoofing Yachties, with such memorables as "Rhinestone Captain", "On the Reef again", and "We chartered the Sloop John B, The Flinklestiens my wife and me".

We sailed south to Peter Island on June 30. The Johnson 9.9 gave up while we were looking for an anchorage. The piston blew a hole in the block, and the poor thing was now only useable as a mooring. We had a nice afternoon anyhow and speared a couple of fish for dinner.

The next morning, we sailed back to Roadtown. You would have been proud of the way we came roaring through the breakwater entrance under full sail. Several large craft were exiting at the the same time and the entrance was only about forty feet wide. We managed to get the sails and hook down without hitting anyone, and a good samaritan in a dinghy with outboard pushed us into a slip.

We couldn't find a decent used outboard, but got a good buy on a new Johnson 8 hp longshaft – sadly depleting the finances.

We departed for Maho Bay on St. Johns on July 4. It was 20 knots of wind, gusting up to 30, but we were going downwind for a change. With the main reefed and pulled way down, the battens cleared the backstay and with the wishbone way up we got a good bag of wind. The staysail was fastened to the opposite shroud with a bungee cord and we sailed wing and wing. We kept up with a 50' Benetau on the same course.

We checked out Grand Thatch Island on July 7 and got four nice lobster. Anchored overnight in Leinster Bay and had a breezy but comfortable night.

On July 9, we explored the caves on Norman Island – another scenic must. Next stop was Coral Bay on St. John. There are many wood boats, multi-hulls and character boats anchored here. And many characters ashore as well. "Red Beards" seems to be the local watering hole, and Friday and Saturday nights the bar was crammed with some very salty individuals. One of them dropped this line "St. Johns is the only place where you have to line up to be the village idiot".

The next few days were spent exploring the south coast of St. John. It was good weather and beautiful anchorages. Turtle abound, but catching them is highly illegal. Plenty of grouper and reef fish available, however.

We returned to Santa Maria bay on St. Thomas and the mangoes were now ripe. There were hundreds of them on the ground. We collected a bag of mangoes of varying degrees of ripeness and had fresh fruit for the next week. Only one other boat came in – a single hander. He baked fresh bread and we swapped a grouper for a loaf.

Time to head back. On July 18 we pulled into Culebrita. It was the weekend and all the Puerto Rican Princes were there with their power boats and water skiers and noisy kids.

Fishing

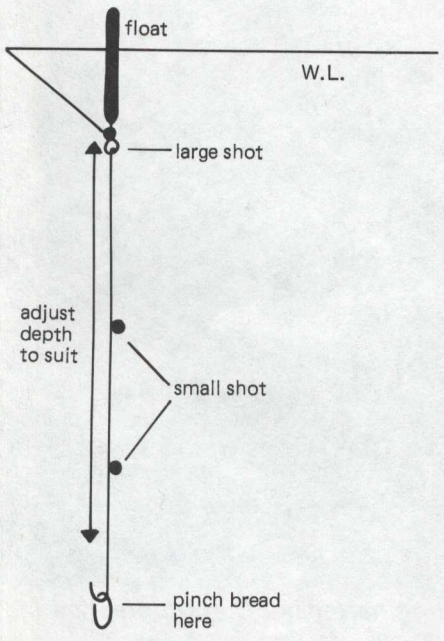
Self Sufficiency

I will try in this section of the magazine to cover as many useful hints to readers that I come across, including making money!

As a keen angler myself, might I give a few tips on how to catch mullet, which abound in most harbours, creeks and estuaries. Mullet are quite shy fish and many fishermen will tell you they are impossible to catch. They are not!

To catch mullet you will need to use freshwater tackle, a float rod, line of approx 6lb. breaking strain and any float that will carry enough weight to cast to where you can see the fish. First mash up some stale bread with water, if possible add something like sardine oil to this mixture. Throw this in small handfuls to where the fish are, they should start feeding on this. Next cast your line into this feeding area, after baiting the hook, which should be about a size no. 8, with a piece of fresh white bread of the plastic supermarket variety. This is used because it stays on the hook better! The bread should be bent over and pinched around the hook.

Bites are indicated by the float being pulled under, and are often very fast and difficult to strike, but persevere for mullet are delicious and any surplus to requirements can often be sold to restaurants and hotels.



Stay Dry!!

An item I have come across through my angling experiences which I feel could be of great use to readers, especially coastal trekkers, is a waterproof sleeping bag cover, known also to the services as a bivvy bag. Made of Gortex, it is extremely light, breathes, and is completely waterproof. On summer nights it can be used without a sleeping bag, highly recommended by myself, and obtainable from most survival type shops or if you're lucky like me, a friend in the Army!

Commercial Fishing

Carlos Hochberg of Sao Paulo, Brazil reports he is using his Tiki 21 successfully for fishing. He carries 900 metres of nets plus poleflags with four people on board. He is also using his boat to take out divers, often six people and equipment. He reports that getting fast to the fishing areas, the easy manoueverability under jib only, and the good working platform, make the fishing a real pleasure.

Carlos Hochberg's TIKI 21 used for fishing

Virgin Island Cruising cont.

The sail from St. Thomas to Culebra had been exhilarating. We were just ahead of the squalls, and they slanted just north of us. The Take II really flew downwind. I estimated our arrival time based on a speed of five knots and we were an hour and a half early.

We spent a few days at La Esperanza of the south coast of Vieques visiting my old buddy Charlie, who is now the editor and entire staff of the only newspaper on Vieques.

We got back to Ponce on July 27, glad to be home. I lost 25lbs and 4" around the waist on the trip in spite of plenty of beer, rice and beans and pasta. Must have been all that diving. We became pretty decent sailors and developed a lot of confidence in our boat.

Several things worked very well. The stainless steel hibachi, the candle lantern, the 3" foam matresses and collapsable lounge chairs for the deck. The hatches are mickey mouse and need to be replaced for serious cruising. The deck tent was somewhat confining and not that much help in nasty weather and added a lot of windage at anchor. A large sun shade doubling as water catcher would be better. The porta potti is still in mint condition – anyone want to buy it? The bucket worked just fine. Water tanks in the bilges seem like a good idea; 2½ gallon jugs worked OK but were clumsy. The dinghy was mostly unnecessary.

Almost all the boats we saw in the BVIs were 38 – 50' monohulls and we did everything they did in all kinds of weather.

We had a great time and the BVIs are beautiful. However the area is overcrowded and commercialised and expensive for our taste. Next year – the Bahamas.

Chartering

Beat Reffenmund of Milano has sent me the following report which I think is really interesting.

We are forming a small community living and working on Wharram cats. So far we own two cats, an ORO and a PAHI 31. Now we are looking for two or three used catamarans, possibly a TEHINI and two OROS or CAPTAIN COOKS.

By the end of Spring 1988 we (a multinational group of about twelve sailrs/artists) are intending to sail the Mediterranean, performing a small Art festival "on the water", using the Polynesian Cats as home, means of transportation, and last but not least as a floating amphitheatre. We have aboard a harpsichord and other musical instruments to perform baroch and classical music. There will be "living theatre", conferences and exhibitions of drawings and wooden sculptures. We plan to touch as many harbours as possible during the summer '88. We intend to collect money through the festival in order to found a more "involving" project, a travelling school for youngsters from twelve to sixteen of any nationality based on the largest Wharram cat, the 61 footer with the flexi space system. The school program is to last four to five years and it entails a circumnavigation.

Dario Sandrini who visited you some years ago on a dreadful rainy day, is also part of the group.

It is rather crucial for us to find two or three sound boats before next spring and any help from your side will be more than welcome from all of us.

We hope to be hearing from you soon,

Yours sincerely,
Beat Reffenmund, member of the KIDO project.

c/o F. Sandrini
VIA G.G. MORA 11
20123 Milano
Italy

P.S. If any cat builder or owner should be interested in knowing about our project we would be quite happy to answer.

Wouter and Wie EICHELSHEIM report they have been chartering successfully since 1985 with their NARAI IV "Kumara" based in JAVEA (Spain). Sailing in the warm and meeting big fish, dolphins and sea turtles on their way has convinced them that their change of life-style suits them!

A fine example of an ORO

A modified TANGAROA used as a diving/charter boat. Photographed in Mauritias by Nr. D. Westhaizen.

Building

This section, in this edition, will cover different aspects which will, I hope, stimulate readers to send me their thoughts on building or re-building Wharram Cats.

In the last edition of Sea People it was mentioned that David Irving, co-builder of the PAHI 31, Freebird, wanted to carry out a survey of home constructed boats. I think this could be of great use in the future, so could everyone fill in the questionnaire and return it to Dave?

Amateur Boat Building Survey

There is very little information about how long amateur boat building projects are likely to take and what is the best way to plan the operation to ensure the best chance of success. Amateur builders tend to work on their own, and when they have finished the benefit of all their hard-won experience is lost to future builders. P.C.A. members are in a better position than most as they do get the chance to meet people who have built the same design of boat and discuss building times and problems. Despite this we still wildly under estimated the building time of our boat – it took about three times as long as we had planned, although the final cost turned out to be almost exactly what we had thought. Of course we don't regret building but if we had had just a very rough idea how long it might take we would have planned the operation much better. And we were lucky – we nearly chose a design twice as big.

Since we finished building our PAHI 31' I have been asking other amateur builders, monohulls included, about time and cost etc. and eventually got around to distributing a questionnaire. The results so far have been fascinating. For instance, don't assume an amateur built boat is going to be cheap. It can be (one 28' Wharram was built for £1,800 . . . and successfully sailed to the Med.), but a 35' steel monohull, completed from a bare hull by a retired doctor, cost . . . wait for it . . . £55,000. Building time can be very quick too – a 50' Norman Cross Trimaran was completed, by one man, in just over 18 months, but not far away there is a 50' TEHINI still not finished after 16 years. A 67' ferro-cement monohull was recently launched in Torquay, built by a father and son in 12 years, including 9 years full-time by the son, a skilled shop-fitter.

Clearly there is plenty of scope for more information on the subject of building time and cost. So if you have built your own cruising Polycat (or other boat), we would like to hear about your experiences. We would also like to hear if you started building and had to give up for any reason. Your experiences could be a help to anybody planning the mammoth task of building their own boat.

The questions are designed to apply to both those who have finished building and those who are half-way through, and to monohulls as well as polycats, so please ignore any questions which do not apply to you. If there is insufficient room for your answers, or if you have any other comments, please attach a separate sheet.

D. Irving

TIKI 21 being beautifully built by 83 year old Marcel Lalonde of Rhode Island U.S.A.

Finally, a word of warning from Codey Carter of Texas.

I am building a TIKI 26. I read an article in 'Sailorman' magazine (No. 4 May 1985) about using plastic pipe for a keep strip.

The method recommended, for cutting the pipe, is with a razor knife.

After trying the method and cutting 3cm deep into my left thumb and getting 15 stitches, I find this method unsuitable. The plastic pipe is too tough and the razor knife lacerated my thumb.

I'm not trying to blame JWD or the author of that particular article, but I think you should advise other TIKI builders to use another method.

Perhaps a person could clamp the pipe to a saw house and cut it with a saw.

My injury was not that serious (though my thumb might tell you different) but a razor breaking with that much force behind it could cause a much more severe injury.

Thumb or no thumb there will be another TIKI 26 in this world within 2 months.

FOOD FOR THOUGHT . . .

Now that Coastal Trekking is with us, it is time for a list of suitable places for launching and recovering around the coast which could be compiled and published in the same way that there were lists of suitable and welcoming harbours and anchorages. To a certain extent, a number of the yacht magazines have already started this idea for Trailer Sailors but our problems are a little different. Our crafts are usually trailed with the hulls side by side and at the waterside/beach have to be taken off the road trailer to be joined up by the ordinary cross beams. This operation can be a little tricky and a suitable space at or near the waters edge is required. There is also the question of parking space for the car and trailer when sailing down the coast, particularly if you do not intend to or wish to return to the launching site for the recovery. Again, perhaps members around the coast could write in with local information on their area or where they have come acorss other suitable launching/ recovery areas.

Robin Fautley our illustrious President has sent me the following article which I have included in this building section because of the very interesting details of contruction and observation of the evolution of building methods over the years.

Tane disaster/ Tiki delight!

I feel that we are coming up to a time whereby a number of boats are becoming uneconomic to repair but that the construction of the new types of hulls is very quick and in the longer run cheaper to build than to repair the older heavier designs which – God bless them all – despite their seaworthiness in their inherent design and construction, can be replaced by the latest hull designs.

The disaster reported on page 28 of the Sea People/Sailorman No. 6 of Juen 1986 prompts me to put pen to paper so that other PCA members can learn by my experience which is being hard-won. The mooring area at Thorps Bay is not dissimilar to a number of East Coast moorings – afloat for 3 hours either side of high time and at low tide, a mile of reasonably firm Southend mud. The shore is littered with groynes (sand traps) to prevent the loss of sand on artificially prepared beaches common in many seaside resorts where erosion is a problem. The wind strength was the highest reported on this shore for over 50 years and on the day in question, 52 other yachts shared the fate of RARA TONGA, a reasonably ancient TANE.

RARA TONGA had been left afloat on the moorings throughout the winter of 1985/86 and was checked regularly every two weeks for damage, chaffe etc. The mooring chain itself was more than adequate and there were no signs of failure. The weakness was in the five attachment points to the mooring chain which I had arranged so that a bridle arrangement had been operating. Rope attachments to both stem posts, crossbeam, round base of mast and mooring bollard. Thick heavyduty prestrechad terylene of about half-inch in circumference was used and throughout the whole of the winter, no chaffe had resulted despite a number of reasonably stormy days but nothing like the force 11 experienced on the 24th March 1986. Chaffe it did that day at all five points.

RARA TONGA was blown ashore and pounded on the groynes breaking the rudder pintles, taking off the skegs entirely and tearing the laminations of keels at the stern of each hull and then the plywood planking on both hulls was smashed by the tops of the piles which support the groynes. The damage was repairable and for a newer craft, it would have been economical. As it was, the hulls had seen better days and though she had been built strongly, I felt that it would have been cheaper and quicker to build new hulls from scratch, after all, the original TANE had been designed or originated over twenty or more years ago and the state of the art of Catamaran Designs has changed radically with the introduction of epoxy stitch and glue techniques. Enter then another story . . .

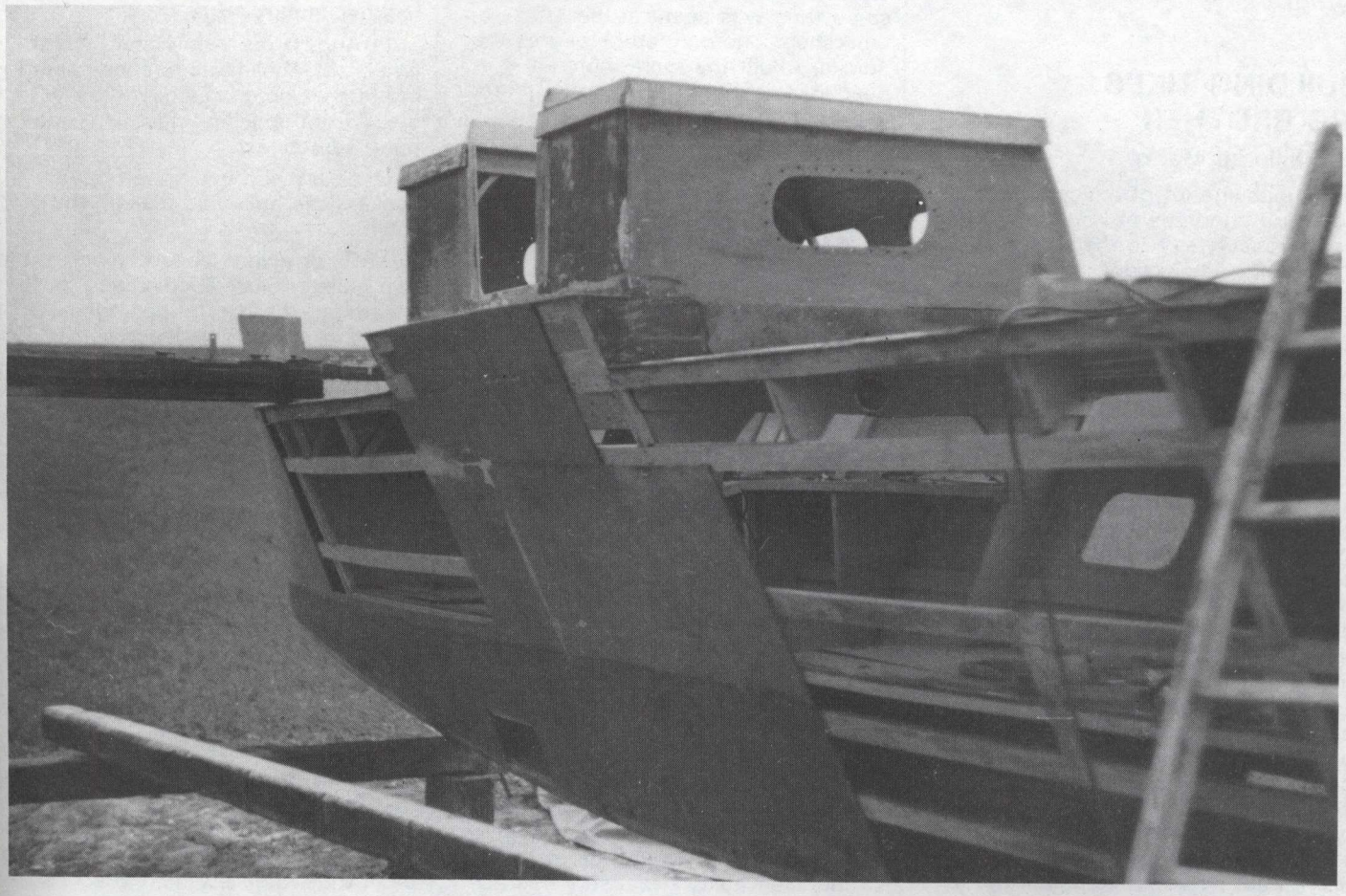
After examining the damaged hulls and coming to the conclusion to build two new hulls, I started dismantling everything. the mast and rigging were unscathed as was all the running gear, internal equipment and I dare say that over threequarters of the cost of the catamaran had been in the equipment, gear, sails rigging and crossbeams (which are the new stronger stiffer lightweight box structures that James Wharram Designs use on the new TIKI range). It was the building of these crossbeams that gave me first contact with the epoxy system and the combination of light weight and strength attainable. I managed to salvage much of the time from the bare hulls after stripping ready for incorporation into the new hulls.

Perhaps at this stage, I would like to disgress a little with the discoveries made of the 'demolition' of a traditional polynesian catamaran. Most people have written about building them so perhaps this may be a first! The hulls had been built at a time when there was a small change in the plan to improve the overall strength and fineness of hulls below the waterlines. At one stage, the plans only specified one keel plank of 1" thickness as necessary onto which the plywood skin would be glued and screwed. With a professional builder making a neat job of such an important join, this is fine. However James Wharram and other PCA members very quickly realised that 1" was not enough and so two laminations of 1" planking were specified. It was also easier to make fine tapering bows and sterns with 2" glueing areas. RARA TONGA had one hull with 1" and the second hull with 2" of initial laminations. The hull with the 1" was always reported to be a little leaky by previous owners which I had solved when sheathing the keels in GRP. So do always ensure that your plans are right up to date and avoid the temptation to borrow an old set of unused plans. It will not be economic in the long run. The other surprise was the number of laminations in both keels. I had previously built a standard hulled TANGAROA (now the old Mark I?). It had 4 laminations of 7/8" thick planks and this was more than adequate. RARA TONGA by comparison had 5 laminations of 1" thick planking up to 8" wide. The timber was of an excellent quality and it would appear to be pine. Perhaps if the builder (believed to be a Mr. Truelove, a professional builder in Cornwall) would contact me, he may be able to confirm. There was no sign of rot or any other timber trouble despite the fact that it must have been built 15/20 years ago. The fastenings were brass, copper and silicon bronze gripfast nails and no ordinary mild steel or even galvanised nails that so often start the rot in wet wood. I am also sure that in the keel planking, seawater must have penetrated and saturated making it very heavy. Possibly the salt water has helped preserve the timber whereas rainwater getting inside a hull will have devastating effect in a very short time. Perhaps it is better to ensure a watertight deck than a watertight hull!

One of the only complaints that former owners had of RARA TONGA was that she was a very wet boat. I have heard similar tales from other owners of TANEs. Perhaps the builders of yesteryear constructed their catamarans with an excess of wood, particularly in the keels, but it does have the disadvantage of adding unnecessary weight. I found it difficult to dismantle the bare hulls even with a large sledge-hammer. The glue used in the initial construction appeared to be the ordinary Urea glue (i.e. Cascamite or Aerolite) but all the joints were as strong as the day they were made. It made the task of salvaging the useful stringers and frames difficult and the ¼" plywood skin had to be virtually smashed in order to save workable lengths. I now have no doubts as to the strength of the 'older' designs and will appreciate the advantages of the considerably lighter TIKI designs which rely on the strength of slightly tortured plywood and combination of (almost) foolproof epoxy glues and fillers.

I have seen the newer construction techniques in practice and with the salvaged gear, equipment spares etc. from the old TANE, I hope that it will not take very long to build two new hulls using the TIKI 26 plans as the guide to resurrecting RARA TONGA. Perhaps other TANE owners whose hulls have deteriorated beyond economic repair would like to consider replacing the bare hulls in the same way that I am. I will be keeping a log of the time and material costs involved as well as noting any tips useful for subsequent builders/ converters. I am also looking forward to being able to trail conveniently behind the family estate car and become a COASTAL TREKKER which was in reality impractical with the TANE.

Despite Robin Fautley's observations on building new hulls from scratch, many Polycats have been successfully renovated; and here is a fine example of a TANGAROA, rebuilt by C. Christenson of Denmark.



Rebuilding underway!

Back in her natural habitat, magda lies serenely

For those of us still building our first boat the thought of starting again is awe inspiring! So here's Philip Le Maitre's account of boat no. 2!

BUILDING TIKI'S BIG BROTHER

by Philip Le Maitre

I suppose a lot of builders after spending hundreds of hours building a boat probably say to themselves, ''never again'', I know, after spending every hour of my spare time, plus every penny I earned, building a TIKI 21, I said those very words ''never again''. But I guess we all say things we don't mean.

With sailing a TIKI 21 for three seasons the boat always seems to look after me. Sure, I've had a few hairy moments but most of those were my fault. So a larger version of the TIKI 21, i.e. the TIKI 31 will certainly be a fast, safe boat. When I first looked at the study plans of this design I was really impressed with the boat. The only thing I lacked was money, I certainly had the willpower. I thought it might be a bit of an ambitious project to take on single handed but with only £700 in the bank I guess I was mad enough to send off for a set of plans. After purchasing the plans, twenty sheets of ⅜" exterior ply and 25 kilos of resin, Zap! I was broke again. From now on I'd be buying on a weekly basis, but I was happy just to be building again.

The plans arrived in October 1986, that very same evening I was drawing out the hull shape on the 90 foot long bench at work (plenty of room). It wasn't long before I had the hull shape drawn out, these measurements were checked and double-checked before cutting out. This was then used as a template for the remaining three sides.

The hull sides were joined up in the warm boiler shed at work, the keel, stern and skegs were stitched in. By the time February came around with all bulkheads and hull sides completed with two coats of resin it was time to move to the building shed.

I build all on my own, but I have to call on friends to move the awkward, heavier objects. Compared with the TIKI 21 the 31 is much heavier. Six of us managed to lift the stitched hull sides onto an articulated lorry.

The workshop is one of my fathers greenhouses, it leaked a bit but beggers can't be choosers. With the glass painted to keep out the sun, broken glass replaced, plus the gutters repaired it wasn't bad at all. There is plenty of room to build the two hulls, plus room to join them up under cover as well. A friend of mine put some power points in so it was all systems go.

It wasn't long before all the bulkheads were stitched in. All I needed now was a temperature for the resin fillets. March brought some warmer weather, so every hour of my *spare* time was spent in the workshop. The only problem was the quicker I built the more money I needed, this meant I had to do more overtime to get the money so I had less time to buil (life is just a vicious circle). If only I had more money to buy in bulk, I knew I was paying more by buying in smaller quantities but at least it kept me building.

Little problems did crop up from time to time, things that you lay awake at night worrying about; these soon disappear when something else crops up to worry about, then you find out you were worrying about nothing.

The bunks were fitted so were the cockpit floors, the cockpit floors were sheathed before the topsides were fitted as it was much easier to work on.

I made a platform up to join the topsides on. About a dozen blocks were used, a line from end to end to level them up. With ply covered with plastic on top of the blocks perfect joints were achieved.

I went out sailing in the TIKI 21 on quite a few occasions, it was nice to get away from the building shed from time to time. Whilst building I longed to be out sailing, when I did get out sailing I felt guilty because I wasn't building. I guess it's a case of getting your priorities right.

Once the topsides are stitched on the sheer size of the boat becomes apparant. The centre cockpits will provide plenty of room and protection plus the storage below the cockpit hatches is very large.

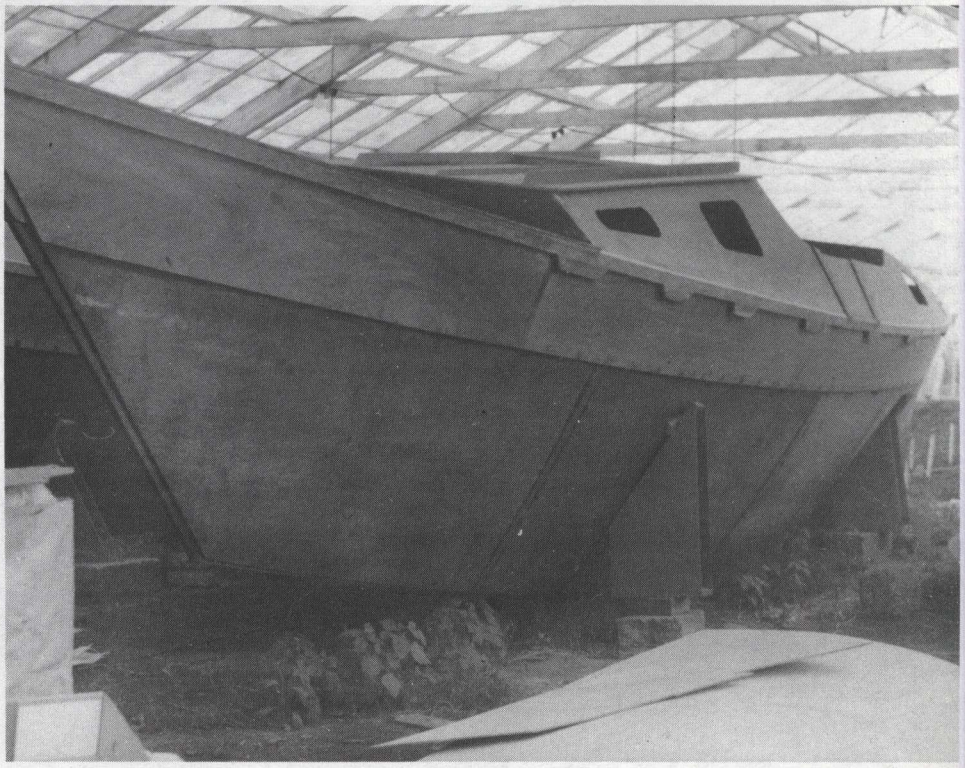
In August my family and I spent two weeks holiday in France aboard my fathers boat, this gave a nice break from building which is a good thing sometimes.

Once arriving back I set about decking the hulls and making the cabins.

Now, one year since beginning, the two hulls are just about ready for sheathing, the hatch openings have to be cut out of bulkheads five and seven and hatch and hatch runners made.

What comparisons can be made from building this to a TIKI 21? well it's certainly no more difficult, but there is much more of it. With using ⅜" ply as opposed to ¼" everything seems much heavier, at one time I was worried about the hulls being too heavy, but Hanneke assured me they'd be light compared with hulls built using the classic method.

Now with the winter looming up it's back to the warm boiler shed building the crossbeams and masts. I'm hoping to start sheathing early next year, from now until then, I have to think of a way to turn both hulls over without doing too much damage. Who knows, with a bit of luck I could be in the water late next year. I'm certainly pleased with the progress I've made so far.



Philip Le Maitre's TIKI 31 under construction

~1987 U.K. SUMMER MEETING~

Geoff Tate's HITIA and the TIKI 21 of Martin Cox

The Devoran Meeting

1987 U.K. SUMMER MEETING

The rally which was held at Millbrook near Plymouth to start the P.C.A. 20th anniversary cruise was attended by nearly one hundred members and friends, most of whom got afloat for the day sail to Cawsand Bay, on a fleet of polycats ranging from Geoff Tates Hitia 'TAHITI' to 'IMAGINE' the Turners 46' Oro. (In fact most of the hundred seemed to be onboard IMAGINE). In contrast to recent years, the weather was kind, the sun shone, and the wind contented its self with a gentle breeze.

Four Tiki 21's, a Tane, a Tikiroa and an Oro made up the fleet which set out on the first leg of the cruise, the twenty mile passage to Fowey. A light southerly breeze soon had the boats spread over a large area of sea and after a slow passage two of the 21's were caught out at the extreme end of an offsore tack when the breeze died away at dusk. Taken in tow by IMAGINE, they finally reached Fowey at about 11 p.m., the thud of 'Imagines' Diesel heralding their arrival long before they appeared in the creek where the rest were anchored.

Gordon Morris' Tane 'UNITY' got away to an early start the next morning, and was long gone when the rest of the fleet finally crept out past Gribben Head to find a stiff S.W. blowing. The cats were romping across St. Austell Bay on course for the Helford River, when suddenly the rig of 'KINGDOM OF SAGUENAY IV' (Malcolm and Sue Cox's Tiki) slid gracefully into the sea' She was taken in tow by IMAGINE and course changed to Porth Mellon, near Mevagissey, that evening saw most of the boats lying in the little bay at Porth Mellon while the crews explored the local hostelries. Malcolm decided to fetch his car and trailer, so we spent the next day ashore playing tourist.

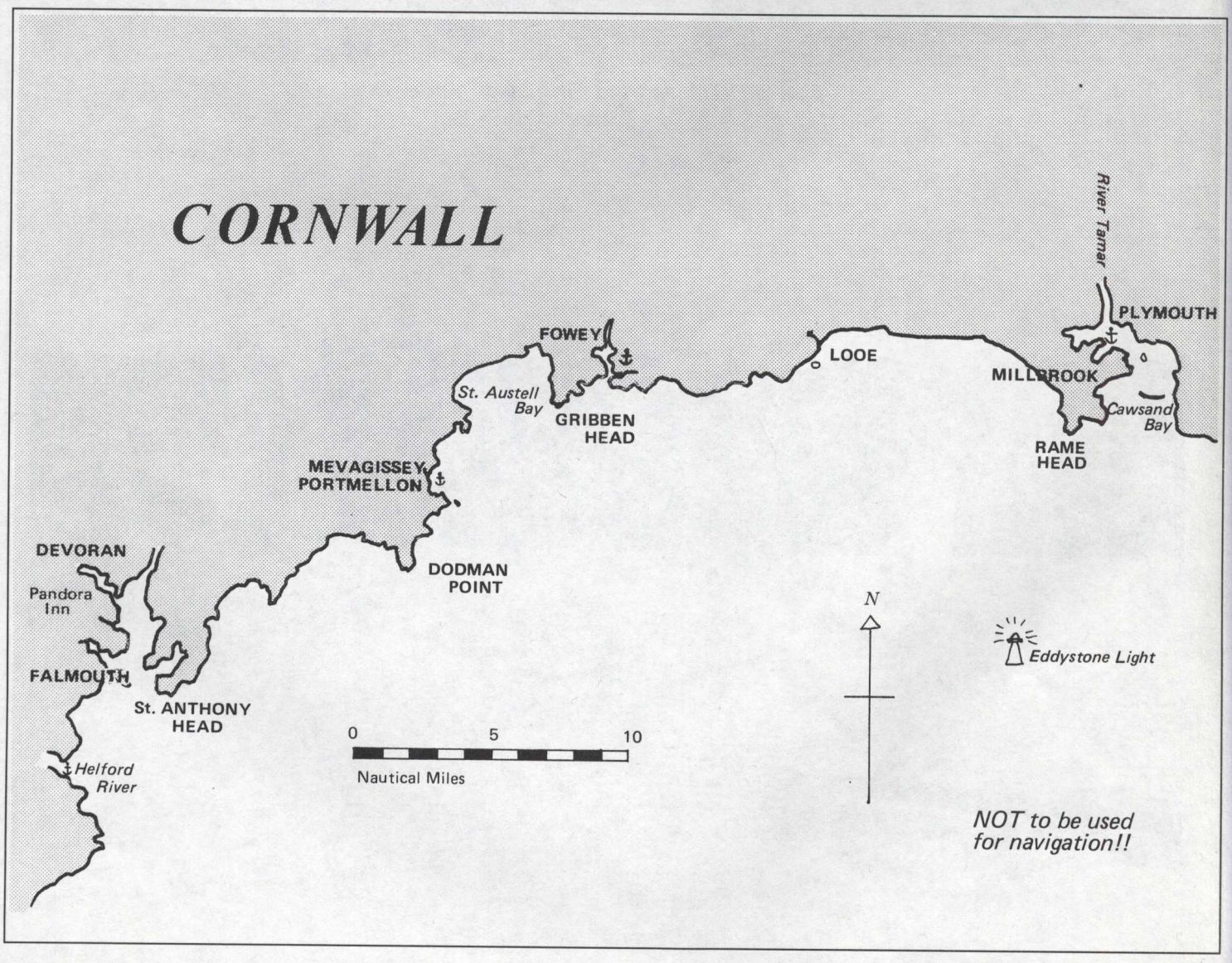
Having seen the Cox's off with promises to meet again in Devoran at the weekend, the slightly depleted fleet set out the following morning for Helford, a brisk sail of about 25 miles with the wind just forward of the beam, during which some of the crews saw their first wild dolphins, their first oil rig, and one caught their first fish! At Durgan in the Helford River we caught up again with UNITY, and the night was spent outside the Shipwright's Arms.

The sail to Restronguet Creek, the next day was the first run of the cruise, allowing us all to relax with some gentle downhill sailing, followed by hot showers and real ale at the Pandora Inn, Restronguet.

Here we met up with 'FREEBIRD' Dave Irving's Pahi 31', which had left Millbrook several days after the rest of the fleet but had sailed straight to Falmouth in one leg. His crew for the trip was the Turner's 14 year old daughter Sally, who, annoyed at there not being room for her on board the Oro, had commandeered 'FREEBIRD' for the sail down.

We moved up the creek with the tide, to Devoran, where we were welcomed by the staff of James Wharram Designs and the crews of a Scandinavian Tangaroa IV and a Raka from Brighton, which had beaten us there. The Wharrams own Tiki 21' and a Hitia from Holland were also there, and a Tanenui from the east coast brought the number of boats at the meeting to thirteen!

Saturday saw a Tiki regatta in the creek, the races seemed to involve lots of horse play and buckets of water flying around, particularly from the J.W.D. 'TIKI' skippered by young



Sally 'Catharsis', Terry Adam's TIKIROA was unable to keep up with the more nimble Tiki's despite having Hanneke Boon on board but this did not matter as the committee boat, an inflatable driven by former secretary Mike Barker, whose Tehini 'YIN YANG' was lying around the corner in the Truro River, seemed intent on getting in the way of any boat which seemed to be gaining on the others, while race officer Steve Turner blew his foghorn and shouted incomprehensible instructions!

The first race was won by Tony Foley's Tiki 'ESCAPE', the second race, a team event, was won by 'TIKI', 'CATHARSIS' and the Dutch HITIA. Tom and Steve Gray's Tiki 'DREAM LIBERATOR' was disqualified for being consistantly in front and seriously trying to win!

That evening we all met at the new J.W.D. workshop, for a superb barbeque organised by Ruth, Hanneke and their team of willing helpers. The cathedral like space was soon filled with people admiring the sculptural forms of the Pahi 63 hulls, while Bill Fizell from the U.S.A. who is helping to build her, manned the barbeque under the watchful eye of the man himself.

Sunday 6 a.m. saw the somewhat dazed and groggy crews slipping out with the tide for the long sail back to plymouth. There was very little wind, so IMAGINE was seen once agin towing a string of ducklings as she thumped her way out to St. Anthony's Head. This was followed by a slow drift as far as the Dodman, where in the early afternoon a brisk N.E. set in. Soon the cats were spread over about 10 miles of water, Mike Wynn in 'DANDELION' (Tiki 21) hugging the coast to take advantage of the flat water DREAM LIBERATOR and UNITY taking the straight line course well offshore and the rest of the fleet strung out in between, for the stiff beat in a force 4/5 back to Plymouth.

Everyone your correspondent talked to agreed that it had been the most succesful P.C.A. meeting that they had known and wished to thank all those involved in the arrangements and all who joined in for a great week. Heres to another 20 years of the P.C.A.

P.S. STOP PRESS

BY Ruth Wharram

I have just returned from a visit to the far North of Scotland, the Firth of Cromarty (well known to anybody listening to the British Shipping Forecasts), where I stayed with Roger Dove and his family and saw one of the first – and my first – finished TIKI 26, followed by beautiful slides of their 'SALUKA' sailing. In the evening Tony Perridge, who helped Roger to build the boat came. He has returned from his trip, as he felt lonely sailing by himself, and his TANGAROA Mk I 'FAOILEAG' is now moored in the Canal at Inverness, very comfortably fitted out for the winter.

Over a mug of homebrewed beer, we discussed the possiblity of a summer meeting at Roger's place – Jemimaville. Both were very keen, especially as they regretted never to be able to attend any of the meetings in the South, being too far away.

They know already a few builders in their area, and I hope others will take up their invitation. I very much enjoyed the hospitality of the Dove family, and they can provide a sheltered anchorage, possibly camping facilities. They can also almost guarantee the attendance of a family of 3 dolphins which accompanied them on most sailing trips.

The area is beautiful and the cruising ground good; even the weather can't be worse than it was on many summer meetings we had elsewhere in Britain.

As it would be advisable to have the meeting early in the summer, when the days are long, and as you may like to plan your summer sailing/coastal trekking soon, think it over, and if you are interested get in touch with Roger Dove ('Bayview', Jemimaville, Poytzfield, Ross shire, IV7 8LU) soon, so that we can publish more details in the 'Mini Sailorman'.

IMAGINE MULTIHULLS

★

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NEW G.R.P. TIKI 26 — MOULDINGS £3,500
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What's New!?

A lot of useful and thought provoking material in this issue; if readers have any ideas of use could they please send them in to me.

Firstly STEVE TURNER has sent me details of a firm that can supply ready made crossbeams. Could certainly save time and possibly money. I am going to investigate further myself regarding beams for my PAHI 31.

Glulam Beams

Torebeda glulam beams are a part of a range of timber and timber based products marketed by Swedspan (U.K.) Ltd.

The beams are made by gluing together, under pressure and heat, laminates of timber that have been accurately planed. The beams are manufactured in Sweden and are available from stockists all over Britain.

Stock lengths held are 12m and 15m local stockists will cut to length. Special orders can be made up straight or cambered, however, the minimum quantity for such orders is 5 cubic metres. Therefore if the beams are not stocked in the exact size required it would probably be easier to buy the next size up and have them machined down, one beam twice the length and height of the desired crossbeams would easily cut down into four correctly sized beams.

For stockists contact,
SWEDSPAN (U.K.) Ltd., 20 Silver St., Stansted, Essex. CM24 8HD
Tel: Bishops Stortford (0279) 815025
Telex: 818781 SWDSPN G.

The next article has really got me thinking. It's taken me years to decide not to fit daggerboards to PAHI 31 and now this has set me pondering again!

James has very kindly written his comments on Tim Whelans observations and I hope we get feedback from other readers.

Vortex Generators

by Tim Whelan

On our trip from England to New Zealand, we very rarely thought about IKA ROA'S (NARAI Mk IV) performance to windward down to a few degrees. We had always sailed ''a little free'' and ''footed faster''.

We found that once we got over 7 knots, leeway was not a problem. Tacking was always slow and in certain conditions ''difficult''. On the odd occasions we had to go to windward and became very frustrated. We rarely had another boat to judge by, however one episode I do remember, was going from the Islas Cies in Northern Spain to Bayona. A MOODY 33 set off before us with single reef wind about Force 5/6? close hauled towards Bayona. We set off later, no reefs, within 20 minutes we had overtaken and were steaming away upwind of him. He gave up, we tacked into Bayona. This was very pleasing. However conditions were ideal, flattish water, strong wind etc. Also in those days our sails were a little less baggy.

As Jim says, on the ocean you sacrifice a few degrees for comfort. We agree. However since we arrived in Tonga we travelled with other boats. Our windward performance on dead calm water with a Force 4 was roughly equivalent to a 33ft. double ended monohull! admittedly very well sailed. We made heaps of leeway, could not point, very slow to tack. Aaagh!

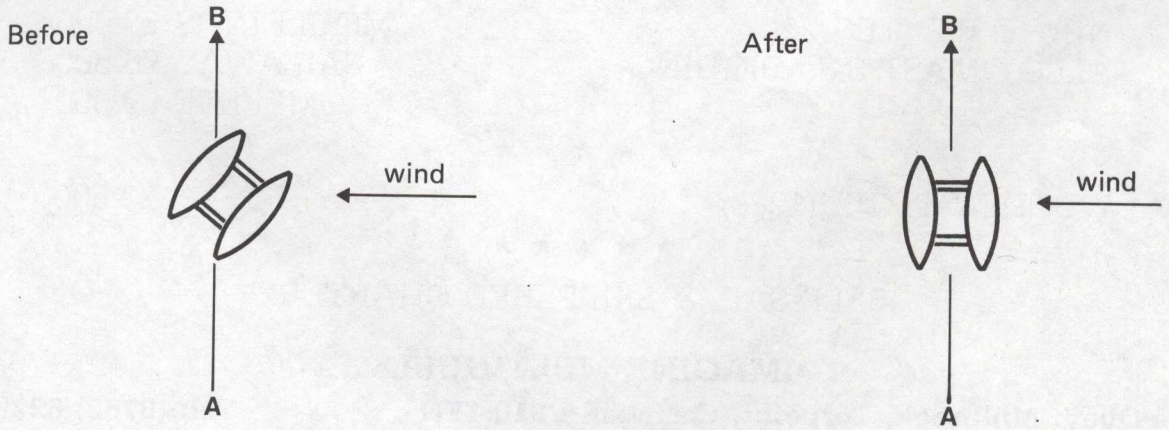
Consequently arrival in New Zealand saw me with ideas for Vortex Generators (what are they?) or mini keels.

First job unload the boat, 7 inch rise in waterline! Second job sails recut, 8 inch from belly of main, 4 inch from mizzen (and still a bit full).

Unfortunately, we did not sail like this before fitting the ''Vortex Generators''.

One evening at the Aukland Multihull Association I met Bernie Rhodes who sailed out here from England in the sixties in a home designed and built 23' trimaran called KLIS. He suggested that Vortex Generators were the answer. He also suggested they should be 5'–6' long and extending about 1½" either side of the hulls and be flat, i.e. *not* following the rocker of the keel. He had helped a guy fit some on a NARAI before. They used 5' because they had seen the drawing (in an early Sailorman?) of a small Wharram with 2'6" Vortex Generators fitted.

Keith Morcom of Whitianga (N.Z.) originally had mini keels. He has discarded these in favour of Vortex Generators. His first were 10' long and sticking out 4" either side. He said these reduced pitching and also leeway by 50% over mini keels. He said he had an impression (no hard evidence) that they slowed him down so he has shortened them to 6'.



I can report from my experience that with 8′ (the length of a sheet of ply!) with 1½″ (or less) either side, there is an enormous change in characteristics. Even motoring is easier! Our turning circle is much reduced, you can actually feel the boat immediately pivot around the vortex generators when helm is applied compared to the original driving the bows around, slow sliding turn. When motoring across the wind we used to ''crab'' to get to our destination.

Subsequently helm needs to be applied to keep the bows from being blown off. Leeway virtually nil – instant response to the helm.

Sailing. A good test was a recent trip from don Braziers beach to down the road from our new house (oh God!). It was blowing Force 4–6 gusts of 6 usually 5, lulls of 4.

Tacking in the gusts was always postitive and too quick for me to handle both sheets. (In the past I always had plenty of time). We always kept the same course and leeway as other yachts (all monos) except one or two top class racers.

Near North Head (entrance to the main part of Auckland Harbour) we picked up with a large monohull with a very tall efficient looking ketch rig (no mizzen set).

In the Force 4 we watched for boat speed, pointing and leeway. However when sails were trimmed we sometimes stole a few degrees on them.

In the Force 5 we left them behind by probably 3/4 – 1 knot and a few degrees of pointing. In the gusts we hurtled away showing nearly 1 ft. of antifouling (!!!) and pointing a good 4–5 degrees higher.

I was extremely impressed. We made a trip which was quick and efficient as opposed to one which would have had the grey and balding previously making tack after tack and drifting about all over the place.

We still track straight (helm not over sensitive) so self-steering should still be OK. I also have a vague impression that we should be going faster but we do not have a log – the boat is nearly empty, not full and the fairing pieces are still not fitted between rudders and hulls. Also we have not had time to run for a day and fiddle with sheets and self-steering for best performance. I would bet that we lose a miniscule amount of speed and gain enormously on leeway and response to the helm.

Vortex Generators should be strongly fixed to the hulls. We did not bolt ours but liberally epoxied them on. If you just nail them you lose them. When you consider the difference they make there must be enormous strains on them.

Bernie explained their function thus: They stop the water on one side of the hull flowing to the other, so in effect you have 6 or 8 feet of still water (well, not moving downwards at any rate) in the centre of the hulls or leeward side – just where you want it.

For this you lost 2″ or so of your precious shoal draught but gain keeping the boat off the beach when dried out, enormously reduced leeway and more responsive helm.

Mine are 8′ long, 1′ wide leaving about 1¼″ – 1½″ either side of the keel 1½″ thick laminated softwood plywood. The fillets glued between them and the keel (to level it off) are also softwood. Rumour has it that 6′ would be long enough.

Mine were fitted on a beach where I jacked up the boat on blocks – total 4′6″ high to avoid high water. We removed the old worm ridden and coral damaged rubbing strips and fitted the Vortex Generators. One of the best things we ever did!

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VORTEX GENERATORS

comments by James Wharram

At last an experienced P.C.A. sailor, Tim Whelan, has tried the 'Vortex Generator'. For several years, the subject of Vortex Generators has been aired regularly in theoretical articles, and Polycat sailors have written to me asking "What do you think". I know enough about the theory of them to say I know nothing. there is only one way to find out if Vortex Generators work . . . try them out. For it is a fact that some of the greatest theorists do the least practical "trying out".

I object to the term Vortex Generators. I should be Vortex Reducers. One of the aims of keel-design is to prevent the development of vortices, i.e. turbulent water eddies, thus improving windward ability. In recent years in the monohull world, attempts at Vortex reducton along keels has been the development of the winged keels of the America's Cup Challengers.

In a separate study from the America's Cup Boats, Warwick Collins beginning with tank tests and following it by practical experiment-ation, has developed the patented Collins Tandem Keels. Here is a drawing of his keel:

Diagram 3 indicates in schematic form the resolution of the vortical and counter-vortical flows, and illustrates the means by which a combination of counter-vortical flow through the slot and the endplate act in concert to reduce vortical tip loss.

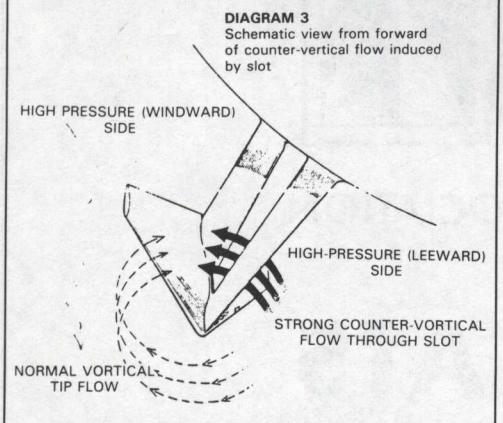


DIAGRAM 3
Schematic view from forward of counter-vertical flow induced by slot

To avoid breeching copyright or patents, those who wish to know more details about its theory should write direct to Warwick Collins, 23 Kingston Park, Lymington, Hants., and please enclose a stamped addressed envelope.

About 14 years ago I gave a lecture to a group of Dutch Wharram builders, who being Dutch, were good sailors. We discussed whether there would be an advantage in equipping Wharram designs with low aspect ratio keels or centreboards for Increased windward performance. There was an unanimous NO from this group of builders/sailors. They were both right and wrong, as indeed I was.

To get the best windward performance out of the Wharram hulls, which are in effect long, low aspect ratio keels, you have to have well cut flat sails, well sheeted sails and sailing skills. Many Wharram boats and sailors do not add up to this package for good windward performance.

One way to overcome sail and sail handling faults, is to increase lateral resistance by centreboards and low aspect ratio keels. The Dutch group I spoke to, those many years ago in Holland, being good sailors with good sails and boats, could not see the need for extra lateral resistance in the Wharram design, which would have increased building complexity.

Wharram boats without this 'windward package' are still seaworthy, protective of their crew's failings and give happy sailing.

Windward sailing with or without increased lateral resistance is hard attentive work. Not all people want this work in holiday sailing and prefer not so closewinded happy or easy sailing.

Tim Whelan, with a good suit of sails at the beginning of his half around the world voyage, noted in his article he was able to "steam upwind of a MOODY 33', which is a good closewinded monohull sailing boat, with a waterline length not much shorter than the NARAI (32 ft WLL).

For good windward performance, racing boats either have new sails or have their sails reshaped every season. You can understand why, after the stresses of thousands of miles of ocean sailing, by the time Tim arrived in Tonga, his boat made "heaps of leeway, could not point and was slow to tack".

Arriving in New Zealand, Tim recut the sails taking an 8" (!) belly out of the main and a 4" belly out of the mizzen and as a further improvement to sailing, unloaded the boat, giving it a 7" rise in waterline.

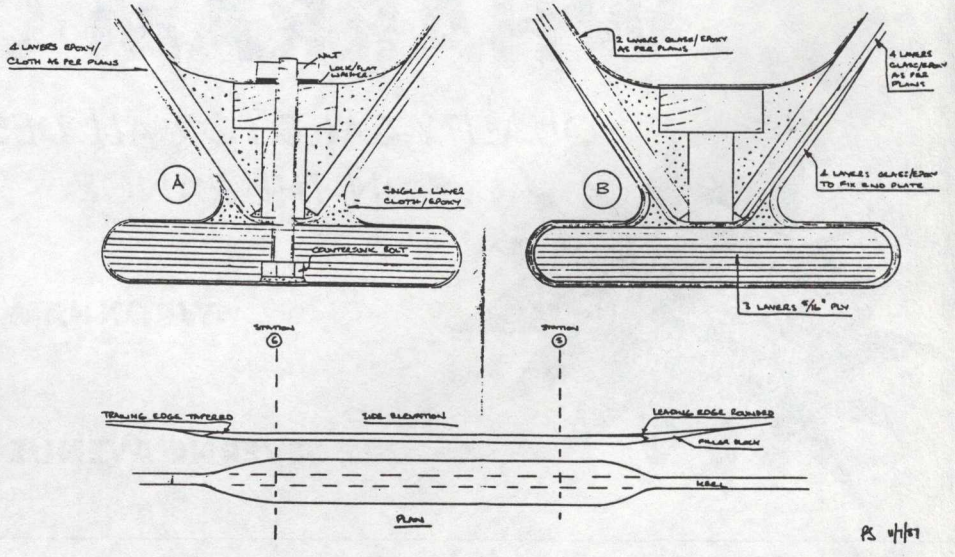
"*Unfortuntely*," Tim writes, "*We did not sail like this before fitting the Vortex Generators*." This is unfortunate for all of us, for now we do not have a scientific assessment on how much improvement was due to the Vortex plates. However, for the moment forget the science, let's go by Tim Whelan's seamans instincts – he was impressed and has given his reasons in his article.

His reasons are worth further experiment. Small boats like HINEMOA, TANE and TANENUI, which are easy to work on, are particularly suitable designs.

I would like to see a programme where a boat without the Vortex strip is sailed at a standard load: with well cut, well sheeted sails: with the rudder and skeg well faired in. Careful notes kept on windward angles and speed make good to windward, in varying windstrengths. Then, and only then, the Vortex strip should be experimented with over a time period with conditions equal to the sailing without the strips. Only then can the precise value of increase in sailing ability of Vortex plates be calculated.

Already one experiment is going ahead with Pat Steward's new TIKI 31, see Fig. The problem again is that there will be no 'before' sail date, or a nearby standard TIKI 31 for comparison.

My personal feeling is that Vortex plates should be mounted on a low aspect ratio keel. About one to two years from now I could be in a position to experiment with two identical new low aspect ratio keel boats, one fitted with an End Plate, Winglet, Vortex Plate, call them what you will, like the America's Cup/Collins keel. Until then, those who have the time, interest and opportunity to experiment, please do, but remember – one step at a time and keep careful notes.



NEWS FROM SEA PEOPLE....

BRITAIN

News from S.W. England from Adrian Kitching.

"ILLUSION", NARAI Mk IV was launched last August by Guy and Fran, after 7 years building. They lived on board until Christmas then moved ashore, wise move! They're planning to fit an engine this year, then venture further afield.

"SISI" TIKI 21, has had a few modifications over winter to ease handling for Raeff. I lent a hand with the mast and was amazed how easily it went up. He is already terrorising the estuary again, and with 30 years experience of the banks and channels can take virtually all comers.

VINCE and STU, formerly of Talwn-Withey, are completing Brian Ingamells PAHI 31. After a few set backs they have abandoned plans to launch this year.

Lance Bennellick is continuing work on his PAHI 42. He hopes to launch shortly and move up into the basin to fit out as his yard bills are truly extorionate. (This is TREMLETTS yard at Odhams Wharf and is worth avoiding.)

John Mansen has bought Spence's beautiful TANGAROA Mk IV. He is planning to spend Summer in the Scillies and hopefully head south for the Winter. Last I heard was a phone call from Penzance asking if I knew of any cheap winches!

I am amazed John actually wanted the boat, as he'd just got back from New York, having been lifted off MALUNUI when she broke up off the Azores *(loss of which reported in last Sea People/Sailorman).*

Well that leaves "ZOOEY". Last year we launched, almost got wiped out in 70 knots in the IRISH SEA, sailed to SPAIN for a month (taking 3 days 1 hour Falmouth – La Coruna, which I was very pleased with). Narrowly avoided being pounded up by a French trawler in Hurricane Charlie in the CHANNEL ISLANDS, not to mention having the boat taken apart by customers, the gooseneck falling off at 12 knots, or the water skier we almost killed! A good time was had by all, but we are still totally broke, as a result, and I feel we'd get more sailing in with a smaller boat, thus "ZOOEY" is up for sale with no real regrets. She's been a good home for 18 months, a fine sea boat and we've had more than a few laughs (I think I've learned a fair bit as well).

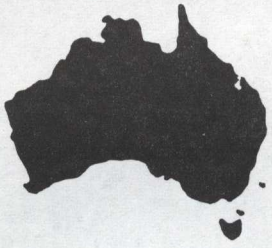
Thats about it for now, except to put in a plug for JOHN BRIDGER MARINE on the quay here in EXETER, which really is a gold mine and well worth a visit – not to mention the charming assistant (its rumoured he owns a Wharram!)

(Ralph Greenall reports that the Narai he bought last year has been sailed to its new home)

Three of us took her (SYNNORA) from POOLE to STOMNESS, westabout, during May this year, covering just over 1000 nautical miles at an average speed of 6 knots.

There were no mishaps or problems, apart from a lot of northerly wind! We met Tony Perridge and a friend of his at Oban, they were off to Portugal.

About 50 dolphins swam along with the boat for a few hours off the Summer Isles, heading North obviously.



AUSTRALIA

STEVE GOODMAN of Box 61 Dickson, Act, 2602 Australia is trying to track down old builders/owners to find out details of building times, costs, how far along people are etc. If anybody has not received a circular can they contact Steve at the above address.

NEW ZEALAND

TIM and HEATHER WHELAN, would also like to get in touch with builders, with a view to exchanging ideas and experiences and arranging a meeting of builders/owners. If interested they can be contacted at 74 Wharf Road, Te Atatu North Auckland and New Zealand.

Phil Smith of Mount Maunganni a HINEMOA owner and a keen surfer reports having up to fourteen people on board whilst beaching in five foot surf! He also says that the MAORIS, great boating and fishing people, are fascinated by the boat and a superb PAHI 31 further along the bay.

HAWAII

MARTEN VON JENA has arrived safely after a 25 day passage out of Santa Cruz. His NARAI Mk IV SEAHORSE came through with flying colours surfing 20ft. waves on a hard passage with no wind at times.

SAUDI ARABIA

S. GESSINGER a HITIA Builder of P.O. Box 1034, Jubail 31951 Saudi Arabia has sent some interesting observations of Jeremy Ladd Cross's article in the last Sea People of building abroad.

"I was working the last 5 years here in Saudi Arabia on my job sites mostly with Thai labourers, and I know that they are qualified skilled labourers and excellent carpenters. I'm now trying to get more information and addresses of ship building companies in Thailand and it will be a great help for me and maybe for others too if you will please ask in Sea People/Sailorman for information from readers about boats made in Thailand. They can contact me direct here in Saudi Arabia and I promise to report to you later. One Remark I have to do (in my bad German – English) to James' introduction on page 22 of issue no.6 of your magazine concerning the pitfalls of building in some exotic land – in my opinion it's not fair to write in such a way. It is the typical view only through the European eyeglass – the German/ British thinking that they are always the best, the greatest.

The report of Jeremy Ladd Cross is a good one and I'm thinking the same way – why should I lose my time working with my own hand when I can be the boss.

U.S.A.

Marcel Lalonde of Rhode Island at age 83 is nearing completion of his TIKI 21. He says that at his age he is a bit slow and spends too much time admiring the fine lines of the boat.

(Is this a record? For us lesser mortals certainly an inspiration – ed)

Gene Perry of North Palm Beach, Florida has had a bridge lowered on to his TIKI 21! Full report next issue.

Small Ads

BOATS FOR SALE

TANGAROA "South Seas". Superb example Ketch, built 1975, Marine Ply Cascover, 6-berth, 8 sails, electrics, variable aft platform, re-rigged and new masts in 1981, Johnson 15hp and Humber Inflatable. Lying POOLE – £6,500 o.n.o John Hornby, "Ashbrook",, 17 Blind Lane, Southwick, Trowbridge, Wilts. UK. Tel. 022-14-2495 evenings.

PAHI 31' FREEBIRD. Completed 1983 to a very high standard. Cruised 1984–6 Portugal and Med. Varnished Douglas Fir beams, aluminium mast, Sailor R109 Radio Icom V.H.F.

Extensively refitted 1987 with modified beam mountings and stainless steel rigging.

Complete cruising inventory £12,000.

D. Irving, 20 Camperdown Terrace, Exmouth, or Tel: 0395 267820 for brochure.

Well built TANE for sale, hydraulic wheel steering, British registered, VHF Radio, twin outboards.

2 double sleeping cabins plus separate sea-toilet and sail locker in starboard hull.

Chain locker, saloon / galley / chart table, and cockpit in port hull.

Gaff cutter rig. All beams rubber mounted and decked fore and aft. Swept up bows, good seaworthy boat – 3/8 marine ply, heavy glass sheathing.

T. Johnson, 9 Strode Crescent, Sheerness, Kent ME1Z 2NO.

ORO – Launched 1982 – Sprit Rig Ketch – Full suit Jekylls sails as new. R.D.F. V.H.F. auto helm 3000 etc. Mooring paid till Dec. Owner bought new boat, must sell. First reasonable offer secures.

Hodgson, Rangi Marama, P.O. Dartmouth, Devon or Dartmouth 2352.

RAKA, built to professional standards, epoxy saturated, teak plywood and sitka spruce structure, without mast and sails $20.000.

Roger Ledoux, 570 Fabre St. Laprairie, J5R2V7, Quebec, Canada.

TIKI 21, launched April 87. Nice example with clear coated decks and beams, complete with purpose built road trailer £3800 – Tel: Paul Smithson 0634 37033.

Adr. 30 Burnham Walk, Rainham, Kent ME8 8SH, U.K.

RAKA custom built, new rigged by Nordic Masts new 99 Yamaha, lying river Schlei (N. Germany). DM50,000. Tel. 040/6432116 (evenings) Germany.

TANGAROA Mk IV PART BUILT. Mainly Makore Marine ply ½" some Douglas Fir "Good one face" 2 Gaboon W.B.P. inside. Nylon/Epoxy sheathed. Bronze & brass fastened plus much unused material, ply, nails, glue etc. One hull virtually complete the other almost ply planked £4000 o.n.o. Peter Green. Nottingham (0602) 623228 after 6.00 p.m.

TANGAROA. Ketch rigged, cascover sheathed ⅝" marine ply huls, ½" decks. Beautiful stainless and Galv. fittings, loads of gear. Lying and sailing from Aberdeeen.

Reasonable offers to Robin White, Hofolty, Happy Valley, Tywyn, Gwynedd. Tel. 0654 710959.

Nick C. Norton of 1930 Grand Avenue, Santa Barbara, U.S.A. has bought a TANE in England but cannot now come to collect it. Can anybody look after it for him. It is in Pin Hill now.

EQUIPMENT

Beams for PAHI 42, almost finished and made with best wood and epoxy glued. Contact Nicola Rinardo, Camino Do Onteiro, Yila Maria, Peniche, Portugal.

ENFIELD single cylinder 10 h.p. diesel engine with clutch to take splined shaft (possible axle shaft), hand start, fuel lift pump and complete spare engine, £100 – very old extra longshaft seagull, large slow prop, needs restoring, £25. Phone Paul, Shirwell 640. 7 Cross Park Crescent, Shirwell, N. Devon.

CREW WANTED

TANGAROA RHIANNON leaving July 88 from New Jersey, U.S.A. For Bermuda, Azores, Portugal to arrive back in U.S.A. Summer 1989. Seeks experienced 1st mate to share navigation, cooking and food expenses. Reply to: Stephen Veale, 519 Shiloh Pike, Bridgeton, New Jersey 08302 U.S.A.

Crew, preferably feminine, wanted for large battered Polycat 42' and equally battered and timid skipper. INTENTION is a short 2 month proving cruise possibly Spain June, July, August 88. Followed by extended cruise Autumn 88. Brian O'Connor, c/o 14 Thriftwood, Silverdale, Sidenham, London SE26.

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Editor's Notes

Firstly, profuse apologies for the late publication of this issue due to events beyond my control. For some reason my address was wrong on the latest P.C.A. list, so that I did not receive a lot of the copy until nearly mid December. Unfortunately I was then struck down by flu and my house burgled! If people can send me copy in plenty of time I will do my utmost to try and do better in the future.

I first came across Polycats some years ago, when a story in our local paper told of DICK CLAYDON'S TANE NUI sailing to the WEST INDIES, this appealed to me, as did the simplicity of the whole Wharram concept. Within weeks I had chosen one of the new Pahi designs and started building. Theoretically it should be impossible for a farm worker with a family, to afford to build an ocean going boat! It's not! I has been a struggle, but worth it. All going well launch date Spring 1989. Since building, I have met many other P.C.a. members, and almost without exception they have been our sort of people. I hope to build on this philisophical sameness in future issues.

Finally, a word of thanks to my long suffering wife, who after years of having pieces of boat all over the house, now has to contend with photos and articles strewn everywhere as well!

Have you read?

Compiled by James Wharram

The cruising sailor is a philosopher, artist, craftsman. His/her mind is open to so many different paths. This shows in the way such a variety of books are written and directed towards the interests and attitudes of the cruising sailor.

Here are 4 books that have come my way. The first book to mention is a small, high-priced paperback with a long title **'The Psychology of Sailing, The Seas Affect on Mind and Body'**. Written first in German by Michael Stadler translated by Sally A.R. Bates published by Adlard Coles Ltd. at a cost of £7.95.

It is worth every ''penny'' because, in clear simple language, it explains all our peculiar behaviour when we go to sea. The sudden strange bouts of seasickness; the husbands who become the bawling shouting captains; the sudden hatred of long-known friends who come for a holiday cruise on your beloved boat; mistakes in distance, sound perception, all these mysterious events create fear in the new cruising sailor. It is a fear that often makes people give up sailing after two or three seasons.

If you know why these fears and strange behaviours occur, and realise that many other people have the same emotional problems, it will help to realise that our own problems can be solved, giving a more relaxed attitude to sailing there are all kinds of interests, and hobbies which are part of, or parallel to, the main interest of sailing.

The traditional sailor was a highly skilled craftsman. He not only sailed and handled the ship, he affected all the running repairs in the sail and cordage of the ship, and with these skills hand-made all kinds of ditty bags for his tools, personal possessions, hammock, deck awnings, canvas buckets, baths and so on . . .

A new book on the market **'Canvas and Rope and Craft for the Practical Boat Owner'** by Frank Rosenow, published by Adlard Coles Ltd. and at the very reasonable price of £7.95 gives all the basic knowledge you need to know. With patience and this book these skills are not too hard to learn, they can, for the summer part-time sailor give during winter T.V. watching time a feeling of sailing life continuing all year round. For the wandering ocean sailor they can provide a livelihood or at least a good supplement to earning the daily bread.

In 1980 the P.C.A. had a Self Sufficiency Symposium in Milford Haven, addressed amongst them by the guru of land self sufficiency (and incidently a keen sailor of traditional boats) John Seymour.

One of the P.C.A. members who took a vigorous part in the subsequent discussion was Gordon Morris on the possibility of farming seaweed for food and food additives. He was so enthusiastic on the subject he was nicknamed 'the Seaweed Man'. Through the P.C.A. Gordon Morris met Sonia Surey-Gent, a marine biologist, and between the two of them they have produced **'Seaweed: A User's Guide'** published by Whittet Books Ltd., London price £9.95. This book on seaweed like the previous mentioned book on canvas and ropework is clear, concise and easy to read. It also has enormous possiblities for the cruising sailor.

Seaweed is a food, seaweed provides health-giving minerals, seaweed is sold at a high price in health food shops. Surey-Gent and Morris tell you how to locate, recognise, cook, prepare and utilise all types of seaweed that are free in vast heaps on every beach. With this book you have another summer holiday hobby as part of your sailing season, a hobby that deepens your perception of the sea and seashore as well as stimulating your taste buds and health. The book also offers another part-time livelihood to those who live on the boat; seaweed collecting to sell to Healthfood shops. (This book is available through 'James Wharram Designs' at a cost of £10 incl. p&p (airmail extra).

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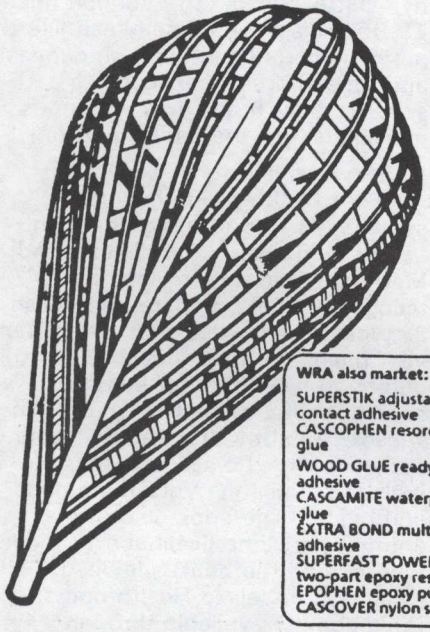

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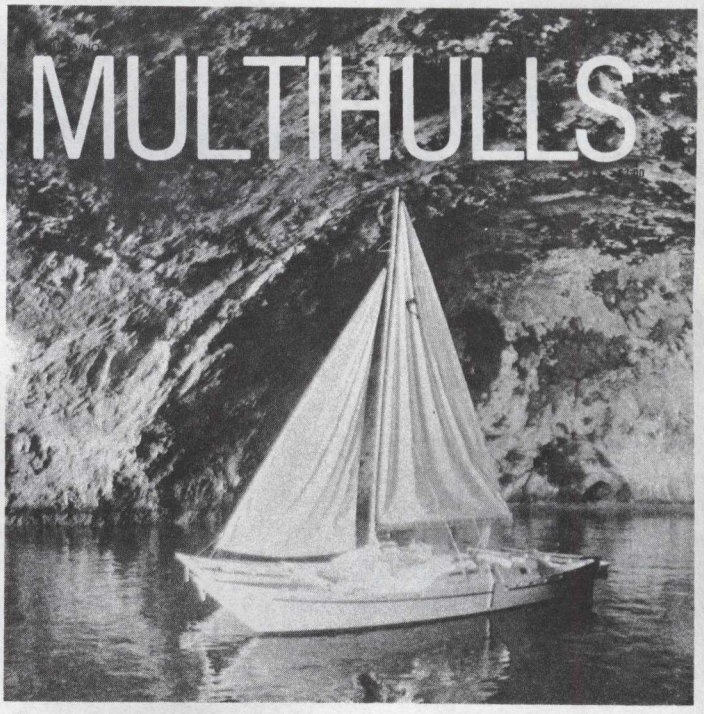

January/February 1984 Cover Photo: Wade Doak's RAKA 'INTERLOCK' in Rikoriko Cave, New Zealand, with inside story: 'A Cat Among The Dolphins'.

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QUESTIONNAIRE

1. What is the size and type of boat you are building/have built? _____

   _____

2. Did you build her from scratch or buy the hull? _____
3. What material is the hull? _____
4. What stage of building have you reached? _____

   _____

5. What date did you start? _____

   What date did you finish? _____
6. Did you record the number of man-hours spent working on the boat? If so, what is the total? _____
7. Did you build in your spare time or did you give up work and build full-time? _____
8. Did you build on your own, or did you have help? If so, how much? _____

   _____
9. Before you started building, how long did you think it would take to finish the boat? _____

   _____
10. Had you had any previous boat building experience? _____
11. How much has it cost? _____
12. Where did you build (back garden, boat-yard, under permanent cover or in the open) and how far from home was it?

    _____

    _____
13. With hindsight, do you think you made the right decision to build yourself? _____
14. If you had to give up at any stage, what were the reasons? _____

    _____

    _____
15. (For those who have finished building) What sailing trips have you had in her? _____

    _____

    _____

Name and address: (leave blank if you wish) _____

_____

_____

Occupation: _____

Please return the completed questionnaire (no stamp required in U.K.) to:–
David Irving, FREEPOST, Garden Cottage, St. Catherine, BATH, Avon, BA1 8EZ.

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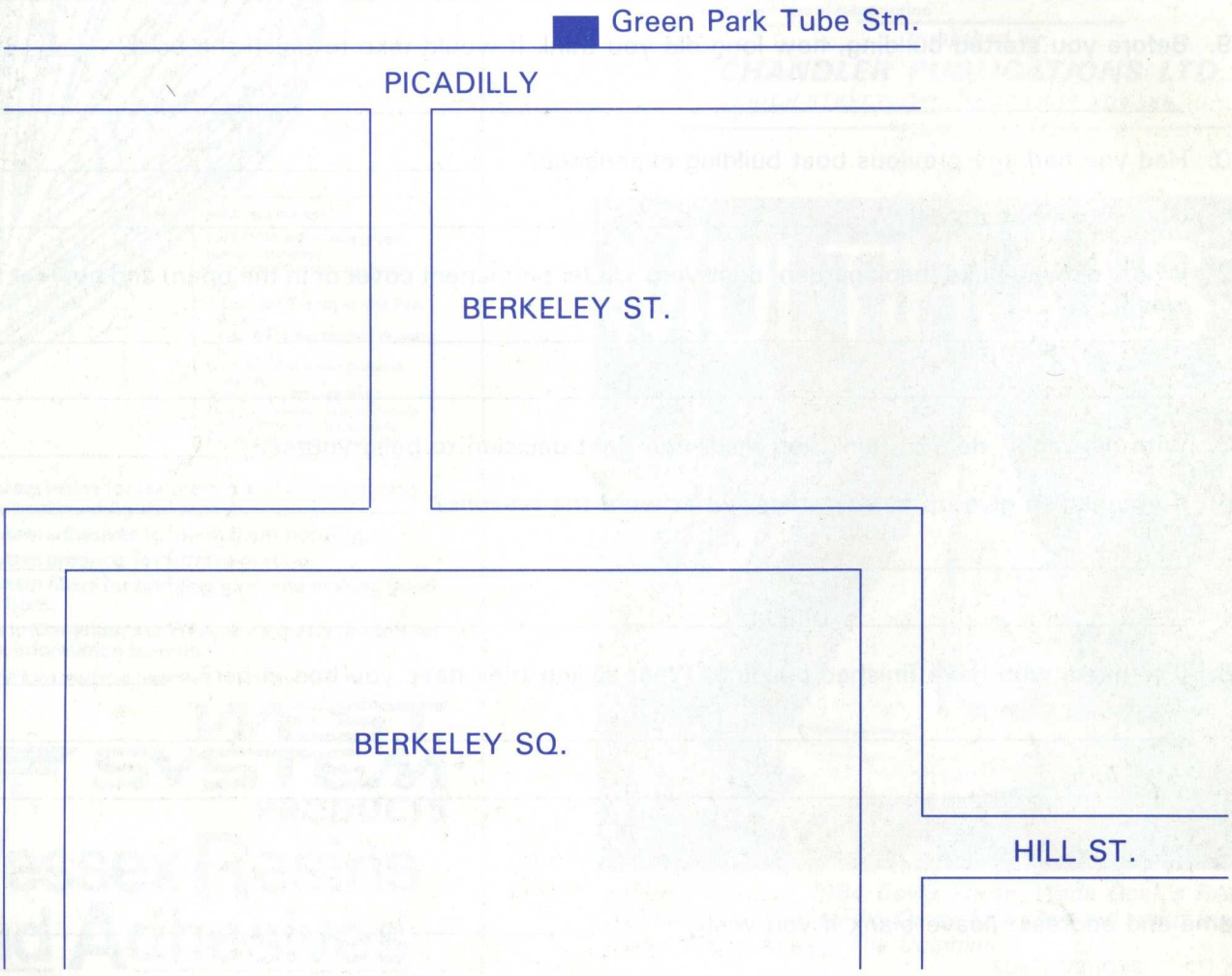

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